

Semi-Weekly South Kentuckian.

VOLUME IX.

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HOPKINSVILLE, CHRISTIAN COUNTY, KY., MARCH 18, 1887.

NUMBER 22

Look over your supply of job
printing and see if you are not short
of something. If so, bring your order
around and get job that you will be
proud of.

Adventures of Tad; —OR THE— HAPPS AND MISHAPS OF A LOST SACHEL.

A Story for Young and Old.

BY FRANK H. CONVERSE,
AUTHOR OF "JEFERSON ADAMS," "DOWN OUT
TO SEA," "PAUL CHAPTON," ETC., AND
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CHAPTER V.—CONTINUED.

"For this and all other mercies the
Lord make us truly grateful," said
Captain Flagg, reverently, as he took
off his oil-skin hat, in which it was
nearly believed he slept while
voyaging over the main.

This was his invariable form of
thanksgiving, as soon as Bixport wharf
was sighted, and with its utterance
Captain Flagg dove into the cabin,
there to throw aside, with his seafaring
attire, the weighty responsibilities of
the voyage.

Ten minutes later, as the "Mary J."
neared the wharf, where half of the
residents of Bixport seemed to have
assembled, Captain Flagg reappeared
on deck in his go-as-you-please suit,
of a tall hat, a crumpled suit of
navy-blue, and low-quartered shoes
highly polished. In a commanding
voice the Captain gave the necessary
orders for bringing the schooner along
the wharf. Down came the dingy
sails, and a half-dozen pairs of hands
were extended to catch the lines
thrown from the deck. Enthusiastic
were the greetings extended to the
ship's company, for the quiet of the
little inland village had never been
disturbed by the locomotive's scream
or the sound of a steamer's paddles,
and the arrival of the only sailing
packet between Bixport and Boston
was an event of considerable importance.
There were on board at least
three large boxes of dry good, a case of
millinery, a hogshead of molasses, and
other groceries in proportion, for Mr.
Jones, the store-keeper; Mr. Allen, the
minister, had a package of books;
Zias Nason, a new harness, and
Deacon Whiting, a mowing-machine—the
first of its kind ever seen in Bixport.

Among these assembled on the
wharf, Tad noticed a boy about his own
age, dressed in a well-worn suit of
tweed. He had curly hair, a pair of
very laughing blue eyes, a turn-up
nose and a freckled face. Most prominent
in voice and action was this boy,
who, upon catching sight of Tad, per-
formed a simile suggestive of delight,
and in a very audible voice called out:

"Hoorsay—three cheers for Ephraim Small,
First mate, second mate, crew and all!"

"That's my cousin Joe Whiting,"
laughed Polly, "a Master Joe pre-
pared to vigorous pantomime to express
unbounded joy at seeing Polly, who
waved her hand in recognition.

CHAPTER VI.

Joe was the first to spring on board;
and it was evident that Joe Whiting
was a youth of considerable vivacity,
so far as the Bixport people call it,
so far as they can tell.

"That's our boy," was a funny little one-
story building with what the Bixport
people call a "gambrel roof," masking
it seem like an imaginative person
though it were shrugging its shoulders
with its hands in its pockets. The
windows were small, with tiny panes
of glass, and the front door, painted a
dusty green, had a wonderfully
bright brass knocker in the center of
the upper panel. There was a weather-
beaten barn at the rear, from whose
open doors issued thickets of noisy hens,
while a number of doves "cooed" on
the roofs in the sunshine, the little
door-yard was overgrown with syringa
and lilac bushes, and the two or three
dilapidated flower-sheds were bordered
with large chain-link.

Tad had a good chance to notice all
this, because the Flagg's were some-
thing in the line of getting into the house, as at
every few steps Mrs. Flagg held up
one hand to stop them, as though she
had the same idea as Tad.

"Our house?" was a funny little one-
story building with what the Bixport
people call a "gambrel roof," masking
it seem like an imaginative person
though it were shrugging its shoulders
with its hands in its pockets. The
windows were small, with tiny panes
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the roofs in the sunshine, the little
door-yard was overgrown with syringa
and lilac bushes, and the two or three
dilapidated flower-sheds were bordered
with large chain-link.

"I say, Polly," he exclaimed, "what a
jolly little dog—only you order have
him unzipped—he looks savage!"

"There's some boys I know that
wouldn't be worse if they were
muzzled," gravely observed Captain Flagg—
rescuing Bounce from the hands of
his nephew, who was preparing to
stand the small dog on his hind legs—
though he tempered the severity of this
hit by a slight internal chuckle, and a
wink of intense meaning.

"No! is that so, Uncle Jetts?" re-
turned Joe, regarding Tad with a
seeming apprehension. "He don't
seen like one of that kind," added the
young speaker, with affected lan-
guor, as Captain Flagg turned away.

"I say, this is Tad Thorne—I hope
you'll be ever so good friends."

"How are you, Tad?" said Joe, with
a shy twinkle in his eye.

"How are you, Joe?" awkwardly re-
turned Tad, who didn't very well know
what else to say, and, on the whole,
rather fancying the off-hand manner
of Mr. Flagg's cousin. But, then, every
body liked Joe as a general thing—
even those Bixport people who looked
at him as Deacon Whiting's son,
he was the worst boy in the place.

"Oh, Joe Whiting, you're just as
bad as ever," Polly exclaimed, despar-
ately; and then, remembering that the
polite usages of society called for a
formal introduction, she added:

"Joe, this is Tad Thorne—I hope
you'll be ever so good friends."

"How are you, Tad?" said Joe, with
a shy twinkle in his eye.

"How are you, Joe?" awkwardly re-
turned Tad, who didn't very well know
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body liked Joe as a general thing—
even those Bixport people who looked
at him as Deacon Whiting's son,
he was the worst boy in the place.

"Did you come from Boston?" asked
Joe, as Tad, with a home-sick feeling
under his jacket, watched Polly and her
father getting ready to leave the vessel,
for, of course, he expected to have to
stay on board until some different ar-
rangement was made for him.

"No, from Philadelphia," returned
Tad, and Joe began to regard him with
a sort of respect; for Philadelphia, in
the eyes of Bixport people, was one of
the most wonderful cities in the whole
world.

"Come on, Tad; we're all ready,"
called Polly, and I can assure you that
Tad was not more than a minute in
running below after the little hand-
sash, which he determined not to let
out of his possession, and returning to
the deck.

"Isn't it nice that you're going home
with us?" said Polly, as the little party
of three walked up the wharf, leaving
Dan Crozier swimming in the "Mary J."
rigging, thus rousing at last.

Tad thought it was decidedly nice,
and his smiling face expressed more

than his brief words as, dropping be-
hind Polly and her father, he followed
them at a respectful distance.

"This is Main street," explained
Polly, turning a beaming face upon him,
as, leaving the wharf, she went up the
steps—real live cows!—feeding on lit-
tle Tad caught himself wondering what a
country cow would do in a Philadel-
phia street—easy Broad street, for ex-
ample! And thinking how funny it all
was—the narrow plank walk, the grass
growing green by the wayside, with
cows—real live cows!—feeding on lit-
tle Tad caught himself wondering what a
country cow would do in a Philadel-
phia street—easy Broad street, for ex-
ample!

"'Oh!' said Tad, filled with amaze-
ment, and thinking how funny it all
was—the narrow plank walk, the grass
growing green by the wayside, with
cows—real live cows!—feeding on lit-
tle Tad caught himself wondering what a
country cow would do in a Philadel-
phia street—easy Broad street, for ex-
ample!

"Well, Dan had been working there
for a year," the good lady went on,
and Miss Smith said she'd noticed he
was getting dreadful sort of uppish-
tude, and because she gave him a
talking to for smoking sweetfern cigars
in bed, he told her he wasn't going to
be ordered round by no woman, if he
knew himself, so he up and left, and
she paying of him two dollars a week
per breed of cows.

At little intervals along the street,
great elm and maple trees were grow-
ing—trees whose shade in summer
nearly hid the quaint old houses behind
them from view. Just now their
branches were bare, but the warm
April sun which shone down through them
suggested that soon they would
begin to throw out shoot and bud. Al-
ready some bluebirds and a robin or
two were comparing musical notes in
the tree-tops, as they discussed the
shortest passage from the south, or
began laying their plans for spring
housekeeping.

A little further on stood the one
store and post-office combined, then
came the town pump, the school-house,
a small church with a square tower like
a sentry-box, and then—

"Our house," rapturously cried Pol-
ly, and, dropping Bounce, who walked
along after her as fast as his short
legs would carry him, she darted
through an open gateway and up a
steep gravel walk, and was directly
afterward enveloped in the motherly
arms of Mrs. Flagg, who was short and
dwarfed.

"I never thought the country was so
nice," said Tad, with an expressive
sign, as the two leaned over the garden
fence and looked down the wide quiet
street. An old-fashioned stage-coach,
drawn by four horses, was rumbling
along in the direction of the one hotel
which looked like a "tavern," which
was built of a room where General La-
fayette had slept. Three weeks this
stage-coach made the journey between
Bixport and Middleboro—a flourishing
hilly town, twenty miles distant—with the malls and an occa-
sional venturesome passenger. Farther
down, at the end of the thoroughfare,
the masts of the "Mary J." outlined
against the sky, and a glimpse of Bixport river, on its way to
the ocean, could be seen.

"I suppose you've lived here ever since
you were born," continued Tad, a little
wistfully. To have been reared in
a peaceful home like this, with the loving
care of parents continually about
one, seemed to homeless, orphaned
Tad the very highest happiness earth
could afford.

Polly opened her eyes very wide indeed.

"Why—don't you know? How funny!"
she exclaimed, turning a wondering
face toward her companion.

As Tad hadn't the slightest conception
of her meaning, he shook his head in
silence.

"Of course, you don't, though,"
said Polly, recollecting herself. "Come
with me," she said, soberly, touching
Tad on the arm; and, curious to know
her meaning, he followed Polly through
the gate, and across the street to what
was locally known as the "moat-h
house lot." Behind the little old
weather-beaten wooden church, on
either side of which stood a row of sol-
emn-looking poplars, was the village
bury-ground, into which, to Tad's great wonderment, Polly silently led
the way.

A short distance from the entrance,
a tall, moss-grown tombstone was
raised upon two slight brick elevations
at either end, on which, in almost illegible
letters, were the words:

"Sacred to the memory of
DEBORAH SAYLES."

"Ago 25
Erected by friends.
June ye 25, A. D. 1731."

Sitting down on the old stone as on
a bench, Polly motioned Tad to sit beside
her. Just in front of them stood
a plain white marble slab.

"Read it," briefly said Polly, in a
very low tone, as she pointed to the in-
scription.

Away by Polly's manner, as well as
by the solemn stillness, only broken by
the breathing of the soft south wind
through the leafless branches overhead, Tad read,

"Here lies
the body of a very beautiful
unknown female, the remains of whom
are interred in this family "cemetery"
which stands near the mouth of
Bigport river, in the great gash of
February 24, 1731."

"Poor little girl!" thought Tad, and
clapped his hands together.

"She died in a cold embrace
and sealed away the last faint breath."

CHAPTER VII.

"It is really quite as delightful as
anything else I have seen," said
Polly, looking around the room, and
then, taking Tad's hand, led him to
the window, where the sun shone in
through the open sash.

"It is a very nice room," said
Polly, "but it is rather dark."

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FRIDAY, MARCH 18, 1887.

CHAS. M. MEACHAM - Editor.

Natural gas has been discovered at Frankfort.

The total valuation of property in Hopkins county is \$2,574,662.

Another unsuccessful attempt has been made to assassinate the Czar of Russia.

Anthony Givens, col., dropped dead at Brodhead, Llueon county, of heart disease.

John Bell, a highly respected citizen of Fleming Co., was found dead in his bed Saturday.

Hon. Daniel Manning, ex-Secretary of the Treasury, sailed for Europe Tuesday to be absent 3 or 4 months.

The Owensboro Inquirer, heretofore for Harris, has come out for Buckner in the gubernatorial contest.

Jas. G. Ilaano, Jr., who was given a job as reporter on the Pittsburgh Times, has been discharged for infidelity.

John Trumbo playfully pointed a loaded pistol at the head of his friend, J. M. Witcher, at Morehead, and there was a funeral at Witcher's house the next day.

Owensboro has voted to subscribe \$50,000 to the proposed L. St. L. and R. Railroad. Owensboro already has one railroad, the Ohio river to help her along, and has just been voted a fine government building.

Since the death of Joseph Gardner, of Magoffin, Col. Jno. T. Hazelrigg, of Morgan county, has announced himself as a candidate for Lieutenant Governor. He wants to be the representative of Eastern Kentucky on the State ticket.

Capital punishment has been abolished in Maine by the passage of a new law substituting life imprisonment for all cases of murder in the first degree, no pardoning power to be left with the Governor in such cases, unless the convict's innocence be established.

The prohibition cause is moving ahead with rapid strides wherever its friends are sensible enough to keep it out of politics. Five states—Michigan, West Virginia, Tennessee, Texas and Oregon—have passed, through their legislatures, bills submitting prohibitory amendments to a vote of the people.

Isaac H. Vincent, Treasurer of Alabama, who defaulted to the amount of \$225,000 four years ago and fled to parts unknown, was arrested last Sunday at Big Sandy, Tex., by deputy Sheriff E. C. Ray, of Parker county, Tex., who received a reward of \$5,000 for his work. Vincent was delivered to the authorities at Montgomery last Tuesday and is now in jail awaiting trial.

Capt. N. B. Riley, of Allensville, has been nominated for this Legislature by the Democrats of Todd county. The successful candidate defeated Messrs. King, of Elkhorn, and Brewer, of Fairview. He is a farmer, a good substantial citizen and pledges himself to vote against extending the session beyond the constitutional limit of 60 days. His nomination is equivalent to an election.

Mr. Zeno F. Young, as will be seen by a reply to a call published in this issue, has yielded to the urgent solicitations of his friends and become a candidate for the State Senate, subject to the action of the Democratic party. Mr. Young has never sought office in the past, but has contented himself with working for the success of the Democratic party, both as an individual and as editor of the Madisonville Times, which he has for more than ten years made one of the ablest and staunchest organs of the party in Western Kentucky. It is with reluctance that he has consented to make the race, but his friends here and in his own country have called him out, believing that he possesses the fitness, ability and availability necessary to be considered in selecting a candidate for this important office. Mr. Young will of course be endorsed by his county, which will be equivalent to a nomination, as Christians have agreed to accept the candidate endorsed by Hopkins.

PEE DEE.

PEE DEE, KY., March 16.—We have suitable weather for plowing at last. Farmers are busy preparing for corn planting.

The most of the oat crop has been sown and the early sowing is up. Tobacco plants look unusually well. The wheat crop looks very promising in this vicinity.

There is but little opposition to turnpike with us. We say go on with the good work and plow every leading road from town.

Miss Leila Miller has taken charge of a school at Sunny Slope, near this place.

Miss Vada Southall returned home the 12th from Hopkins county, where she had spent the winter with her brother.

One of Esq. Blaine's little boys, Charlie, was badly hurt Saturday by a pair of horses running away with a wagon. The wagon was torn to pieces and the little fellow was seriously hurt.

Born, to the wife of Forest Mason on the 13th, an 8 pound girl. This is his first. We know how he feels.

MURRY.

ANOTHER HORROR.

Twenty-Four Persons Killed.

A Boston Suburban Train Goes Through a Bridge—One Hundred and Fourteen Persons Hurt.

BOSTON, MASS., March 13.—An accident which equals, if it does not surpass in number of dead and wounded, the recent horrible railroad disaster near Hartford, Vt., occurred in the suburbs of this city this morning on the Boston & Providence railroad. As the Dedham branch train, which leaves Dedham at 7:35 a.m., and is due at Boston at 7:40 a.m., was passing over the Hussey Park bridge which crosses South street between Forest hill and Roslindale, about a mile from Jamaica plain, the structure gave way and six cars heavily laden with human beings plunged 30 feet to the roadway beneath. Three of the nine cars which composed the train remained on the embankment, having crossed the bridge in safety, but they were wrenches from the rails and nearly demolished.

The train was one of the largest and heaviest on the morning list, and as usual, it was heavily loaded with people going to their work in the city.

It is a wonder that any escaped alive, and as it is, the names of the dead will number about 21 and perhaps more.

Conductor Tilden was in the tiled car, which remained on top of the embankment, and on the ground directly underneath where he was standing when killed is a pool of blood, while half of the debris of that coach is spattered with blood. That the horrors of fire were not added to the terrible disaster was due to the promptness with which relief was sent.

The scene directly after the accident was heart-rending. The shrieks of the injured were so loud that they were heard in the residences in the vicinity. The bodies of the killed were horribly mangled, in some instances their heads being entirely severed from their bodies, and many of the bodies were crushed almost beyond recognition. In one place seven bodies lay out of the wreck were placed in a row. All were badly mangled. Large numbers of women were on the train and many were to be seen in the ruins. One woman was cut completely in two, the upper half only being found. Two men who were saved had their faces hacked, and the lips of one were cut off. Under the car in which Conductor Tilden was killed the breast and lungs of a human being were found. In the roadway and through the adjacent pasture car-seat cushions, car-wheels and trucks were scattered, and in the splinters of the wreck were human bodies, pools of blood, and fragments of human flesh which had literally been gouged from the victim.

BOSTON, March 15.—It is now believed that the reports of the number of people killed by the wreck have been considerably overstated. Up to noon to-day Dr. Draper had signed twenty-one death certificates and Dr. Harris three, making the entire death toll up to noon twenty-four.

The revised list of dead is as follows:

Mrs. Ida Adams, Boston; Mrs. Mary E. Brooks, West Roxbury; Alice Burnett, Roslindale; Mrs. Hormelius Cardinal, Roslindale; Webster Clapp, West Roxbury; Hartlett Dudley, residence unknown; Wm. E. Durham, residence unknown; O. Harry Gay, Boston; Emma P. Hill, Boston; Stephen Houghton, West Roxbury; Albert E. Johnson, Roslindale; Wm. B. Lator, West Roxbury; Lizzie Mandeville, Dedham; Mrs. Norris, West Roxbury; Edward Norris, Dedham; Miss M. L. Odron, Duxbury, N. H.; Miss Laura Price, Roslindale; Wm. Edgar Snow, West Roxbury; Peter Swabon, Boston; Wm. E. Strong, West Roxbury; Conductor Myron Tilden, Dedham; Rosabelle Welch, West Roxbury.

A revised list of the injured shows 114 persons were wounded.

THE STATE SENATORSHIP.

Zeno F. Young Accepts the Call Made on Him.

Messrs. W. J. Graham, A. L. Wilson, W. F. Garnett, J. W. Owen, J. W. Richards, W. T. Cooper, D. M. Frankel, R. A. Baker, Geo. W. Collins, R. H. DeTreville, Ben Thompson, and others, Hopkinsville.

GENTLEMEN—I have carefully considered your kind and complimentary call, soliciting me to stand for election to the office of State Senator from the 6th Senatorial District, of Kentucky, and I have decided to accede to your request. In doing so, I feel it right and proper to acknowledge the high compliment paid me in the language of your call, as well as thank you for your proffered support.

I thank you, most heartily and earnestly, for this expression and manifestation of your regard, and trust that no unworthy deed of mine will ever cause a forfeiture of your good will and favor.

I fully realize the importance and the responsibility resting upon one who may take upon himself the duties of a law-maker for a great State like ours, and believe that no one should take a step in this kind until he has well and carefully studied the move in all its bearings. The law-making power of a State is its most important department. Other branches may be co-ordinate and co-equal, but none surpass the law-making power in importance. The destiny of a government largely depends upon it. Good, wholesome laws, simplified so that all may understand them, import, justly and honestly administered, and properly executed, will do

much to make a prosperous and happy people, and relieve our courts of many long and tedious trials.

Our laws should be such as to protect the innocent, punish the guilty, assist struggling, infant industries, develop the resources of the State, encourage the education of every child in the Commonwealth and do the greatest good to the greatest number of people. It is true that many of the States admitted to the Union long since our own, are far in advance of Kentucky, but this is no reason that we should permit them to still outstrip us. It will do no good to complain of "what might have been," let me rather resolve "what shall be." Our possibilities are vast, illimitable, immeasurable. Our soil equals the best; our almost interminable virgin forests are the developed, steady growth of the finest lumber; our climate is pure and healthy; our building stones are in every hill; iron ore, of the best, finest quality, is plentiful; while our coal fields are almost as broad as our domains and as inexhaustible as the air we breathe; our people are brave and intelligent; our public schools are taking hold on the masses, education is becoming generally diffused, and we are emerging from "darkness into light" in material progress and prosperity and a more exalted standard of citizenship.

Believing in the future greatness of my State, as I do, and hoping that I may add something to its advancement and prosperity, I pledge myself if elected, to work for the passage of such laws, as will best secure those so earnestly desired by every patriotic citizen interested in the welfare of our State.

In taking this step I enter a new and untried field. Until now I have never been a candidate for any position, nor sought official honors or political preferment of any character. I have been content to labor for the elevation of friends and principles, whose success I believed would best conserve the public interest. I hope in the coming canvass that I shall have the kindly advice and friendly assistance of the people of this sonorous district, and can only promise that, if elected, I will do all in my power to represent and promote their interests, regardless of party, sect or creed.

Hoping to merit and receive your support.

Respectfully Yours,

ZENO F. YOUNG.

AN ANTI-TURNPIKE ARGUMENT.

No Toll Gates For Us.

BENNETTSTOWN, Ky., Mar. 7, 187.

ED. SOUTH KENTUCKIAN:

I have just read your reply to my letter opposing the turnpike scheme, and if allowed a half column, will try and convince even you, that said scheme will not be a profitable investment to us farmers, even if every dollar of the stock was taken by a New York Capitalist, and further more a very doubtful question of being a benefit to Hopkinsville, as far as increasing her trade, but before I proceed further allow me to say that I have no special interest in Clarksville, but on the contrary whenever I think I can do as well in making purchases or sales in Hopkinsville I give her the preference, and value tens of my purchases and sales are made in your city. I will also state that I do not regard the majority of those who have taken stock in your turnpike enterprise as having done so through purely mercenary motives. No sir, I would hate to think so meanly of the public spirit of any town and do not, as far as for boasting your town I will do as much as any man in it, according to means, toward securing competing roads via Railroads and this is a standing proposition.

I shall now proceed to notice some of your assertions and deduce them from logical sequents.

1st. "The tolls are fixed by law and can not be made burdensome to the people." This is the first time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get here, and those who take upon themselves the responsibility of getting here."

2nd. "The tolls are fixed by law and can not be made burdensome to the people." This is the second time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get here, and those who take upon themselves the responsibility of getting here."

3rd. "The tolls are fixed by law and can not be made burdensome to the people." This is the third time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get here, and those who take upon themselves the responsibility of getting here."

4th. "The tolls are fixed by law and can not be made burdensome to the people." This is the fourth time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get here, and those who take upon themselves the responsibility of getting here."

5th. "The tolls are fixed by law and can not be made burdensome to the people." This is the fifth time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get here, and those who take upon themselves the responsibility of getting here."

6th. "The tolls are fixed by law and can not be made burdensome to the people." This is the sixth time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get here, and those who take upon themselves the responsibility of getting here."

7th. "The tolls are fixed by law and can not be made burdensome to the people." This is the seventh time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get here, and those who take upon themselves the responsibility of getting here."

8th. "The tolls are fixed by law and can not be made burdensome to the people." This is the eighth time I ever saw enunciated as a fact that because a charge was fixed by law it could not be burdensome to the people. Further on you state that the charge for toll could not be over one dollar for the round trip over the ten miles. Well if it can be and is to be as much as that I'd call it burdensome when it is to be kept up ten years or longer. "Mr. Embrey estimates that the receipts on the Palmyra road would be six thousand dollars upon 10 miles of pike which would represent one fourth of \$90,000 to be expended, or \$22,500. Granting that this be true and that the net earnings would be one third of the receipts, the stock would pay only about 8 or 9% instead of 10 to 15% as he estimates." Jewell Hillkin, if the net earnings are only to be a third of the gross receipts, and those are 8 or 9% then the gross earnings are to be 24 or 27% per annum. This then would represent what the farmers and town travel would pay for the privilege of going over rough pikes the first year, provided the same amount of hauling, etc., should go to Hopkinsville from this road, as has gone for years past. Again you say, "There are perhaps 3,000 people who come to town over the Palmyra road, or would come if they could get

